

Clarington

Bowmanville West Urban Centre and Major Transit Station Area

Secondary Plan Update

Public Information Centre #5: March 8th, 2023

Virtual Engagement Event: Zoom Meeting

Event Summary





Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update

Acknowledgements

Municipality of Clarington Project Team

- Lisa Backus – Manager of Community Planning
- Amy Burke – Principal Planner, Community Planning
- Karen Richardson, Manager of Development Engineering
- Emily Corsi, Senior Planner, Community Planning

Consulting Team

- Paddy Kennedy, Planning and Design Lead, Dillon Consulting Limited
- Zahra Jaffer, Planner, Dillon Consulting Limited



Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update

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1.0 Introduction

Project Purpose

The Municipality of Clarington (the Municipality) is undertaking an update to the Bowmanville West Urban Centre Secondary Plan (the Plan), first adopted in 1993. The Plan is being updated to proactively plan for the intensification and redevelopment around the future GO Transit Station, as shown in the Project Area figure on **Figure 1-1**. The project goal is to update the Plan in order to guide the transformation of the project area into a high density, mixed-use centre and realize its status as a Major Transit Station Area and the retail heart of Clarington.



LEGEND

- Study Area (126 ha)
- Future GO Station

NORTH

Figure 1-1 Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update Project Area



2.0 Engagement Process

The engagement process has been designed to support the Bowmanville West Urban Centre and Major Transit Station Secondary Plan Update by informing, engaging, obtaining meaningful feedback, and encouraging maximum participation from a diverse range of stakeholders across the community.

The Plan Update is being rolled out over three phases, and includes online and in-person consultation and engagement opportunities throughout. The project commenced in April 2018, and is currently in the latter part of Phase 3, as shown in **Figure 1-2**. Four previous engagement sessions were held:

- Public Information Centre 1: June 2018;
- Public Information Centre 2 and Online Survey 1: June to October 2019;
- Public Information Centre 3 and Online Survey 2: October 2020; and
- Public Information Centre 4 and Online Survey 3: September 23, 2021.

Public Information Centre #5, held on March 8, 2023 was an additional engagement event requested by Clarington Council in recognition of the amount of growth and change that has occurred in and around the Secondary Plan area and in the community since initiation of the Plan Update.



Bowmanville West Urban Centre and Major Transit Station Area Secondary Plan Update



Figure 1-1 Project Timeline

With the completion of the fifth Public Information Centre, as summarized in the following sections, the final steps in the engagement process will be a Statutory Public Meeting to present the draft Plan Update and Zoning By-law to the community at Clarington Council, where the community and members of Council can provide input. The feedback

received will be reviewed and considered in preparing the final draft Plan Update and Zoning By-law for future recommendation of adoption by Clarington Council. After Council adoption, the Secondary Plan will be sent to the Region of Durham for review and approval.



3.0 Meeting Overview

The fifth and final Public Information Centre (PIC #5) was held on March 8th, 2023 as a virtual event hosted on Zoom from 7:00pm-8:30pm. A copy of the PIC Notice is provided in **Appendix A**. The event included a presentation delivered by the Municipality and consulting team retained for the Plan Update, Dillon Consulting Limited. A copy of the presentation is provided in **Appendix B**.

The presentation was followed by a question-and-response (Q&R) panel session, with questions brought forward through the meeting registration process as well as those submitted by participants during the meeting. A video recording of the session is on the project webpage at www.clarington.net/BowmanvilleWest.

The purpose of PIC #5 was to provide a refresher to the community on the purpose and background of the Plan Update, and present the key directions and concept plans for the proposed land uses, building heights, and public realm improvements for the Plan Update Area. This event was also an opportunity to answer questions from the community and receive any overall feedback to help refine the proposed concept plans.

A total of 166 participants attended the virtual meeting. Approximately half the participants were residents in the

Secondary Plan area, with the rest joining from elsewhere in Clarington or Durham Region, and a few from outside the region. About two-thirds of participants were attending a session relating to the Secondary Plan for the first time.

A summary of the Q&R portion of the meeting is presented in the following section.

Notes:

- Questions related to specific development applications were not answered in the session as they are beyond the subject of the Secondary Plan. Any questions about specific sites or development applications can be directed to Lisa Backus or Amy Burke, sent to the project email at BowmanvilleWest@Clarington.net, or sent to the Planner in charge of the file.
- Development proposals can be found on the Municipality's website, at www.clarington.net/en/business-and-development/Current-Development-Proposals.aspx.
- Questions relating to the Metrolinx plans for the Bowmanville GO Station site can be submitted to Metrolinx at DurhamRegion@metrolinx.com.



4.0 Question & Response Session Summary

The Panel assembled to respond to questions consisted of the following key project team members:

Municipality of Clarington Project Team

- Lisa Backus, Manager of Community Planning
- Karen Richardson, Manager of Development Engineering

Consulting Team

- Paddy Kennedy, Planning and Design Lead, Dillon Consulting Limited

The session was facilitated by Zahra Jaffer, a Planner at Dillon Consulting Limited.

This section provides a summary of the Q&R session held following the presentation during the PIC, supplemented with additional context and information where appropriate to provide a more complete response to the questions received. The questions were consolidated by theme during the session and below, in order to address as many of the key topics and concerns raised as possible.

Question: What does a density of 150 people and jobs per hectare indicated as the target for the Secondary Plan area refer to? How many people are being planned to be accommodated within the area?

- Response: The density target refers to the average number of people and jobs per hectare that are planned to be accommodated within the Secondary Plan Area. The area is approximately 126 hectares, and so in order to meet the density target identified by the Province, we need to plan for about 18,900 people and jobs spread across the 126 hectares (i.e. 126 hectares * 150 people and jobs/hectare).

Question: How do we figure out what height or density should be planned for within any single land use designation, for example within the areas planned for Mixed Use?

- Response: We look at the whole area and keep in mind the target of 150 people and jobs per hectare in planning for the density in areas closest to the GO Station compared to those that are next to existing lower density residential areas. We also look at the market conditions and recent trends on what the typical height of buildings are within and surrounding the Secondary Plan area. Through the community engagement exercises, we had several workshop exercises to consider what sorts of building heights would be appropriate and where they should go.
- In addition, we look at what the constraints might be adjacent to any given site within the area, to consider for



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example the rail corridor, existing neighbourhoods and parks, etc., in thinking about what the appropriate types of built form in these sections of the Secondary Plan Area.

- Overall, we consider how the full picture of the different types of built form and land uses comes together, towards planning for complete communities and the needs of residents into the future.

Question: How were the proposed heights closest to the GO Station arrived at? Are we confident that these heights will allow for the target density to be achieved? How do the impacts to existing residents get considered and accounted for in the planning for future growth?

- Response: A 3D model was prepared for the project. The model helps to visualize how buildings of different heights that would align with the proposed land use and height policies could be built in the Secondary Plan Area, and how parks and community spaces could come together as well.
- The model is data-driven, which means it also helps calculate the number of people that would be accommodated through the proposed Plan Update, and confirm that the overall number of people and jobs would support the density target.
- With respect to impacts to existing residents, as the Plan Update is currently in Draft form, the Municipality is continuing to receive feedback and hold discussions with community members and Municipality Staff to confirm whether the proposed heights are suitable. We also

consider the urban design objectives of the Plan Update in proposing where taller buildings are appropriate, for example closer to the GO Station compared to other areas along the edges of the Secondary Plan Area where we want to provide a transition to existing lower density residential neighbourhoods.

- In addition, this is a long-term plan out to 2051, as there would be full re-development of a number of sites, particularly existing parking lots.

Question: Recognizing that housing is a priority for the community, does the Secondary Plan provide specific policies on public, rental, and other forms of housing that are needed?

- Response: The Municipality's role is to provide an appropriate 'menu' of housing opportunities across the broader suite of permitted uses. All types of affordable housing of all tenure types will be encouraged and incentivized through the Secondary Plan. As this is a Protected Major Transit Station Area, there is an option to also implement Inclusionary Zoning, which is a planning tool municipalities can use to require the construction of affordable units in new development. Inclusionary Zoning can be pursued by the Municipality once the Secondary Plan is approved, in accordance with Provincial requirements for implementation.



Question: When we think about planning considerations, how do you consider the needs of existing residents, for instance seniors?

- Response: Existing senior residences are planned to be maintained as a valuable part of the community. The opportunity for additional enhancement through the Secondary Plan is to improve accessibility for people who want to walk, roll, or cycle and to make the streets and community areas more comfortable for people to move through the area. The design of public spaces is another key opportunity, to design for new spaces and for improvements to existing spaces to make them more accessible to people of all ages and abilities.
- The Secondary Plan will also take into consideration the needs of current and future residents, and how transit fits in the picture, particularly with respect to residents' daily needs in the context of planning for complete communities, where people can easily access facilities and amenities.

Question: What types of roadway improvements are planned for the Bowmanville West area to support accessibility and ease of mobility as the community grows?

- Response: the existing road network in the Secondary Plan area is quite robust. Green Road, Highway 2, and Regional Road 57 (Bowmanville Avenue) are higher order arterial roads that can each handle up to 40,000 vehicles per day. The surrounding collector roads, including

Aspen Springs Drive, West Side Drive, Clarington Boulevard, and Prince William Boulevard, can each handle up to about 5,000 vehicles per day.

- The current traffic levels have not reached the capacity of the existing road network. The Municipality monitors traffic levels and as capacity is approached, improvements to the road network will be implemented. Potential improvements include, for example, widening of Regional Road 57 (Bowmanville Avenue) to four lanes (already underway), and/or the addition of left turn lanes to select roadways to allow these roads to take on more traffic.

Question: How can community members find more information about planned improvements to the road network in Bowmanville West, and provide input on these plans?

- Highway 2 and Regional Road 57 (Bowmanville Avenue) are Regional Roads so plans for those can be found through the Region of Durham website (www.durham.ca).
- An initial phase of improvements to Regional Road 57 (Bowmanville Avenue) began this year and are anticipated to continue for approximately 18 months. This includes a multi-use pathway on the west side of the road. A second phase of work on this corridor will be undertaken after the initial phase is complete.



Question: How will the Municipality manage traffic on residential streets, and protect from speeding and parking overflow?

- Response: The Municipality can implement traffic calming measures and entryway gateways to discourage traffic overflow onto residential neighbourhood streets close to the GO Station that are not intended to be main thoroughfares through the community.
- The collector and arterial roads are planned to be the fastest and most convenient option for motorists, thereby reducing the likelihood of any overflow traffic onto slower residential roads.

Question: How will better mobility be supported for people who want to walk, roll, or cycle through the area? What types of cycling improvements are being planned?

- Response: The Secondary Plan will include additional details on the road network and planned active transportation network, which includes identifying the locations for cycling facilities and pedestrian safety improvements, in order to plan for a complete network of cycling, walking, and rolling routes throughout the Secondary Plan Area.
- The Plan Update will also provide policies and design guidance based on community feedback and technical recommendations for the planned cycling and pedestrian facilities. The specific details of the facilities on each road will come through future infrastructure plans that will be

undertaken by the Municipality or the Region (depending on who owns each roadway corridor).

Question: How will the Municipality be coordinating bus transit improvements with the Region to support local commuters connecting to the GO Station and travelling around the community?

- Response: The Municipality always encourages Durham Region Transit to provide services to, from and amongst key areas in the community. For example, when providing comments to developers for a development application that is near a bus stop, the Municipality would provide requests for elements such as benches and shelters to improve comfort and access for transit users .
- Durham Region Transit is regularly provided with updates on Secondary Plans and development, so they can plan for appropriate service levels, bus lay-bys, shelters, and access points that are close to entrances of buildings and facilities.

Question: In what ways does the Secondary Plan provide guidance for specific development applications? Are the heights indicated in the Plan absolutes that must be complied with?

- Response: Currently the Municipality has a Secondary Plan in place for Bowmanville West, and that is the Plan that developers would need to comply with until the updated one is approved by Council. It is therefore a



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transitional period in which development applications may not align exactly with the Draft Plan but rather with the existing Secondary Plan. However, both developers and Council would be asked to keep the Draft Plan in mind when making decisions.

Question: What are the specific roles of Dillon Consulting, the Municipality, and the Region in the development of the Secondary Plan?

- Response: Dillon Consulting responded to a Request for Proposal (RFP) in 2018 to provide some additional planning support to the Municipal Staff team in the development of the Plan Update and Zoning By-law, and was hired based on experience and expertise with delivering similar types of plans for other communities across Ontario.
- The Municipality's Planning team provides direction to Dillon and works collaboratively with the Consulting Team. The Region of Durham as well as other key agencies such as local School Boards, Metrolinx, and rail corridor owners provide comments to the Municipality on the draft materials along the process.
- The final Secondary Plan Update and Zoning By-law then goes to Clarington Council for adoption, and after that to the Region which is currently the approval authority and responsible for approving the updated Secondary Plan for it to come into force and effect.

Question: How will the policies in the Secondary Plan get applied, and what are the ways that the Municipality can ensure that future development aligns with the Plan? What does it mean when language is used to suggest that some measures will be 'encouraged' or 'supported' rather than required?

- Response: The Secondary Plan provides higher level guidance and direction on the design and planning of this area of the community. The corresponding Zoning By-law provides the requirements on aspects that are more measurable and enforceable, such as building height, stepbacks, set-backs, parking standards, etc. Developers would be asked to develop urban design briefs and other documentation to illustrate how a proposed development aligns with both the Zoning By-law as well as the Secondary Plan.
- In the case of affordable housing, the Municipality cannot mandate affordable or rental units, or the specific size of units, but can provide policies to encourage a range of housing types, development of family-sized units and affordable and rental options, and work with developers on that front.

Question: Given that school access in Clarington generally and in Bowmanville West in particular is already constrained, what is the plan to provide for school access as the community continues to grow?

- Response: We recognize that access to schools along with a lot of other key facilities and services is highly



constrained across Ontario. School planning is the mandate of School Boards under the Education Act.

- The way that the Secondary Plan works is to help inform the School Boards of plans for future growth in Bowmanville West and provide them with data that supports their space planning for new school sites or expansion of existing ones.
- The local public and Catholic school boards, French and English, are being consulted with on all Secondary Plans in Clarington, so they are aware and involved at each step of the planning process.

Question: How will additional park and recreational space get developed to support all the new residents that are planned for, given the already limited amount of park space that exists south of Highway 2? How will new park space be designed to be accessible and support the needs of people with disabilities?

- Response: The park space planning standards have recently changed under Bill 23 which made some modifications to the Planning Act, so there will be some work undertaken to align the Secondary Plan with the new requirements.
- All new park spaces will have urban design standards to support accessibility. The Municipality will be undertaking a parks planning exercise as part of the upcoming Official Plan Review. In addition to municipally managed spaces there will also be Privately Owned Public Spaces that will be developed and improved in

conjunction with residential and commercial development, so those would not be shown on the Public Realm Improvements Plan within the Secondary Plan, but would be accessible to the public once built.

Question: Where does the funding come from to build the Municipal facilities and amenities that will be indicated in the Secondary Plan, such as community recreational facilities, libraries, park spaces, etc.? How will the Municipality ensure there is enough infrastructure capacity in the system to support the planned growth?

- Response: Funding for the construction of infrastructure is partly secured through contributions from developers under the Provincial *Planning Act* and the *Development Charges Act*, in order to ensure that roads, water, and wastewater infrastructure can support the planned growth as needed. In addition, property taxes help fund some of the needed amenities. Each development site is also responsible for their own stormwater management. Currently there is sufficient capacity within the water and wastewater systems to support the growth identified in the Secondary Plan area.



Additional Questions

The following questions were not answered in-session due to time limitations, and as such responses are provided below.

Question: What is Municipality doing to respect the properties and property values of existing residents who border the development area?

- Response: The Municipality is taking into consideration impacts to existing residential communities through an overall review of the 3D model prepared for the project, and will also be reviewing any impacts at the development application stage of any proposed new development. Please note that property values are not considered in this review.

Question: -Will there be zoning for new shops near the site? It would be very nice to be able to shop while waiting for my train or bus connection?

- Response: Yes, several of the sites closest to the Bowmanville GO Station are proposed to be designated as mixed use, which would permit a range of commercial and retail spaces.

Question: Are there any notable changes in the proposed land use permissions, specifically relating to height, since the last draft land use plan?

- Response: The proposed plans presented at PIC #5 on March 8th, 2023 reflects feedback from the community

and Municipality Staff following the last Public Information Centre in 2021. The changes mainly relate to the addition of public space and Future Linear Parks/Boulevards within the proposed Mixed Use High Density designated areas. There were no changes to the proposed heights for the Secondary Plan Area.

Question: Will there be any consideration for buildings taller than 18 storeys in strategic locations, such as immediately adjacent to the GO station lands where suitable transition to adjacent areas can be provided?

- Response: The intent of the draft concept plans released to date for comment is to limit heights to 18 storeys to maintain consideration for the capacity of infrastructure to support development. The team will consider whether taller buildings in select locations may be feasible as the plan continues to be developed.

Question: Does the current population density in the Secondary Plan Area meet the target for 2051? Are the 7,000 units also being approved in the fall as part of the Regional planning for growth included within the Secondary Plan Update?

- Response: The current population density in the Secondary Plan Area is approximately 24 people and jobs per hectare (2022 estimate), which is below the target density of 150 people and jobs per hectare that the Secondary Plan is designed to meet.
- This target density aligns with Regional planning



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considerations for the Secondary Plan Area as a Major Transit Station Area, including growth projections that would need to be accommodated up to 2051.

- Once the Secondary Plan Update and Zoning By-law are approved, future development applications within the Secondary Plan Area will be reviewed by the Municipality to provide conformity with the Plan policies before new development can proceed.

Question: -Which GO station on the network will this station most closely resemble?

- Response: Metrolinx is responsible for the design of the Bowmanville GO Station. However, the broader area around the GO Station is being planned as complete community. In this respect, some examples of areas being planned as complete communities with a GO Station would include the Burlington GO, Mimico GO and Markham Centre (Unionville) GO. Please note that these examples are illustrative of a complete community design approach, and not necessarily indicative of a specific station layout.

Question: - Our property backs on to the sloped wooded forest by Rhonda Park and the properties on the east side of Bowmanville Ave and south of the railway lines. Is this wooded area going to be protected?

- Response: The area being referred to is situated on private property and is outside of Clarington's protected natural heritage system. As part of the review of any

development application, the Municipality considers the natural features and functions present on the site that could be affected by the proposed development and whether additional study to determine the need for protection or mitigation the impacts is required.

Question: - Will there be public transit north of Longworth so that residents from other neighbourhoods including North Bowmanville, Hampton, Tyrone, etc. can also access use transit?

- Response: Public transit services in Clarington are the responsibility of Durham Region Transit. The Municipality always encourages Durham Region Transit to provide service to, from and amongst key areas in the community. Durham Region Transit is regularly provided with updates on Secondary Plans and development patterns so they can determine what type of transit service to provide, where to provide it, and when.

Question: - Will there also be contributions from future development to expand police, fire, and ambulance service?

- Response: Development in Clarington will increase the need for services. Fire protection services are the responsibility of the Municipality, while police and ambulance services are the responsibility of the Region of Durham. Both the Municipality and the Region of Durham collect Development Charges to pay for some of the increased costs for these services. Other funding sources are through property taxes from future residents,



as well as through funding from the Province of Ontario for healthcare related services.

Question: - Is there going to be a pedestrian tunnel across Regional Road 57 (Bowmanville Avenue) near the walkway between Bowmanville Avenue and MacCrimmon Crescent?

- Response: Regional Road 57 (Bowmanville Avenue) is a Regional Road. As such, the widening and associated modifications and enhancements to this roadway are a project of the Region of Durham. Major modifications for the segment from Baseline Road to south of King Street West / Highway 2 include widening of Regional Road 57 (Bowmanville Avenue) from two to four lanes with multi-use path and sidewalk, and replacement of the existing pedestrian tunnel north of the Waverly Road intersection. No new pedestrian tunnels are planned. Information on the project is available on the Region of Durham's Works Projects website, www.durham.ca/WorksProjects.

Question: - When will bridge be built to allow train to cross over 401 to access Courtice and Bowmanville GO Stations for the buildings that are proposed for the East side of Regional Road 57 (Bowmanville Avenue)?

- Response: The expansion of GO Train services to Courtice and Bowmanville is a [Metrolinx project](#). This includes all related infrastructure improvements and new construction. For more information visit Metrolinx's project website at <https://www.metrolinx.com/en/projects-and->

[programs/lakeshore-east-line-go-expansion](#).

How is the privacy issue going to be addressed for those of us on McCrimmon Crescent as these buildings will look right into our backyards? Also we have enough water issues now at the bottom of the hill so how will this be addressed

- Response: In determining the permitted heights proposed for the various land uses in the Secondary Plan Area, the impact to low rise residential areas within and directly adjacent to the Secondary Plan Area is an important consideration. Proposed transitional zones adjacent to existing residential neighbourhoods were identified for mid-rise buildings (4-6 storeys). Building design requirements to mitigate the impact of taller buildings, such as step-backs, along with any other appropriate measures are also being considered as part of the Plan Update and Zoning By-law.
- Development sites are responsible for their own stormwater management. The Municipality may require a stormwater management plan as a component of a development application to address the impact of development on flooding, erosion, stormwater quality and quantity and system capacity.



Question: Is there a target date for when some of these initiatives will start being developed? Some of these initiatives sound like they can start being developed within the next few years while we are waiting on Metrolinx.

- Response: Once the Secondary Plan is approved by the Region, the planned improvements can be implemented

as developments come online and the planned amenities and facilities are needed. Property developers will determine their own timing for the submission of development applications.



5.0 Comment Summary

The following comments were received during and following PIC #5. All comments received during the event as well as via communications with Municipality Staff will be considered as the Plan Update progresses. A summary of engagement participation and feedback themes is provided in **Figure 5-1**.

Transportation and Mobility

- Speeding along residential streets generally as well as being the result of slower traffic at roundabouts are both areas of concern, as some drivers are not familiar with how to use roundabouts and more education is needed.
- Boulevards are needed to provide snow storage in the winter as part of regular maintenance, as housing developments are made so close together now, and snow removal is becoming an issue in this area already.
- More investments in transit and cycling infrastructure are needed.
- Road improvements should include narrowing roads rather than widening them, providing more space for pedestrians and cyclists rather than cars.

Density and Height

- Some participants shared concerns that the heights

closest to the GO Station may be low compared to other GO Stations, while others were comfortable with the 18-storey maximum heights indicated in the Draft Secondary Plan.

Housing and Affordability

- Affordability particularly for seniors was raised as a key concern given the lack of existing affordable options.

Parking

- Concerns about parking in residential areas and providing sufficient parking at the GO Station site to prevent overflow into the community.

Park and Public Realm Design

- Park design should improve frontage and visibility and safety for park users, considering elements of Crime Prevention through Environmental Design (CPTED).
- There is an opportunity to design the community as an attractive destination with accessible retail and commercial areas and strong urban design principles.

5 Public Events
450+ Community interactions

3 Online Surveys
300+ Comments received

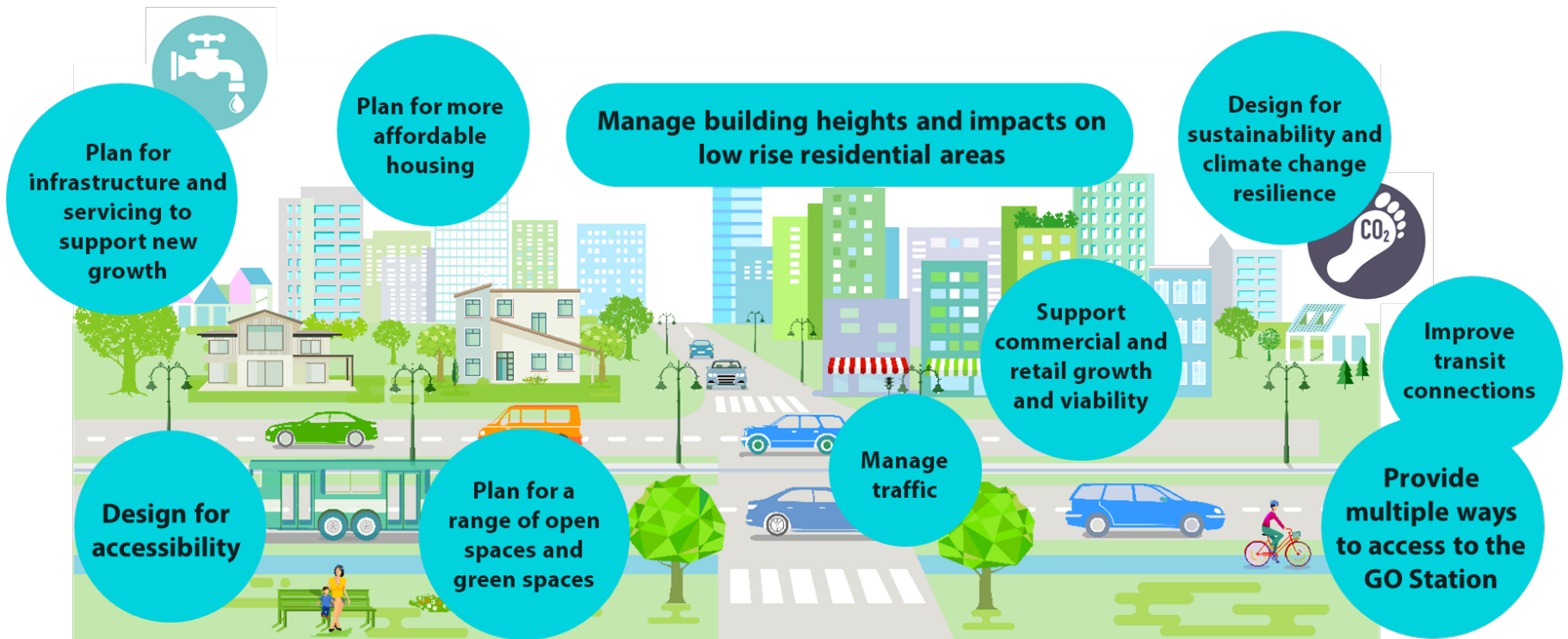


Figure 5-1 Summary of engagement themes and participation



6.0 Next Steps and Staying Involved

The planned next steps towards completion of the Plan Update and Zoning By-law are as follows, with approximate timeframes for each step:

- **Early Fall 2023:** Statutory Public Meeting
- **Fall 2023:** Recommendation of Draft Secondary Plan and Draft Zoning By-law to Clarington Council for adoption.
- **Fall 2023:** Submission of Council adopted Secondary Plan to the Region of Durham for review and approval.

Further information as well as project updates will be available on the [project website](#) (www.clarington.net/BowmanvilleWest) closer to the meeting dates. To sign-up to receive updates by email, please visit the website and click on the 'Subscribe to this Page' link on the right side of the page.

Project Contacts

If you have a question or comment about the Plan Update, please email us at bowmanvillewest@clarington.net or [reach out to one of the following Project Team members:](#)

- Amy Burke, Principal Planner, Community Planning
 - Telephone: 905-623-3379 ext. 2423
- Lisa Backus, Manager Community Planning
 - Telephone: 905-623-3379 ext. 2413

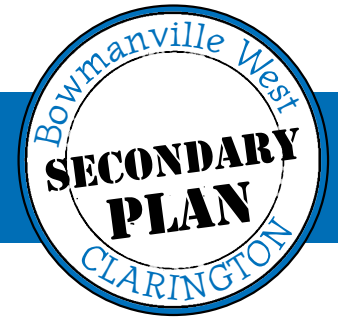


Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

APPENDIX A: Public Information Centre #5 Public Meeting Notice

Bowmanville West Urban Centre

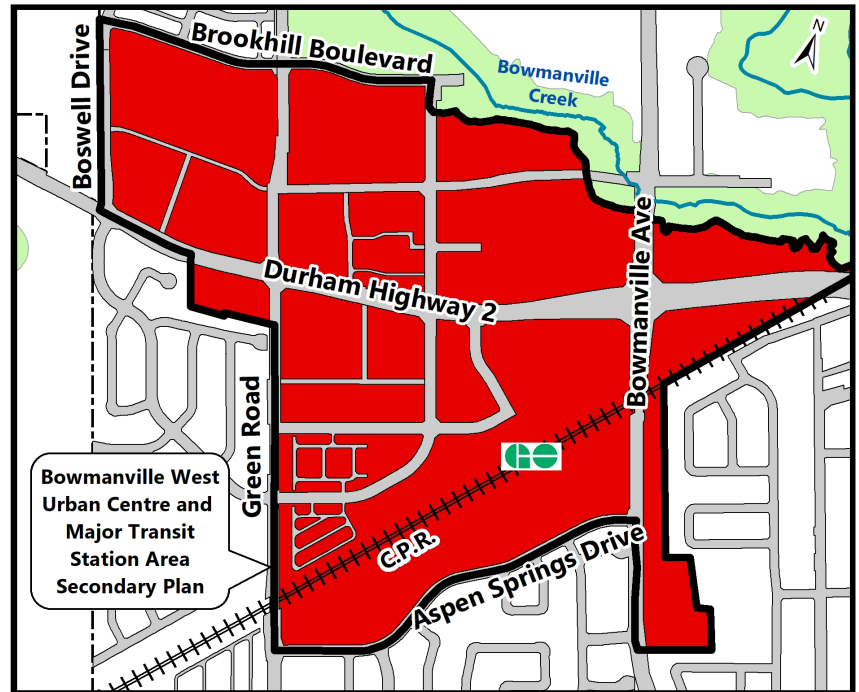
and GO Station Area Public Information Centre



Wednesday, March 8, 2023 at 7p.m.
Join us online or by phone.

Join us online or by phone for Public Information Centre #5 to learn more about the Secondary Plan project:

- Project overview and where we are today
- What we have heard so far
- Updates on the Secondary Plan
- Updates on the GO Station Area Plan
- Next steps and how to stay involved



Learn more about this project and register in advance of the meeting at www.clarington.net/BowmanvilleWest

This area is being planned to include a mix of uses with higher population densities and increased building heights to support the GO Train. Provincial and Regional policy supports this plan.

The Bowmanville West Urban Centre will continue to be the largest commercial hub in Clarington.

If you have any questions or would like more information about the project, please contact Amy Burke or Lisa Backus, Planning and Infrastructure Services, at 905-623-3379 or BowmanvilleWest@clarington.net.



Bowmanville West Urban Centre and Major Transit Station Area
Secondary Plan Update

APPENDIX B: Public Information Centre #5 Presentation



Bowmanville West

Urban Centre and
Major Transit Station Area Secondary Plan
Public Information Centre #5

Land Acknowledgement

The Municipality of Clarington is situated within the traditional and treaty territory of the Mississaugas and Chippewas of the Anishinabeg (uh-NISH-in-NAH-bek) known today as the Williams Treaties First Nations.

Our work on these lands acknowledges their resilience and their longstanding contributions to the area now known as the Municipality of Clarington.

Meet the Team

Municipality of Clarington



Lisa Backus
Manager,
Community Planning



Amy Burke
Principal Planner,
Community Planning



Karen Richardson
Manager,
Development Engineering

Dillon Consulting Limited



Zahra Jaffer
Associate,
Dillon Consulting Limited



Paddy Kennedy
Partner,
Dillon Consulting Limited

Meeting Guide

Presentation



Update on the project



Background and project context



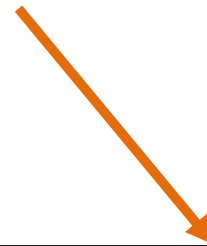
Proposed Plan for Bowmanville West

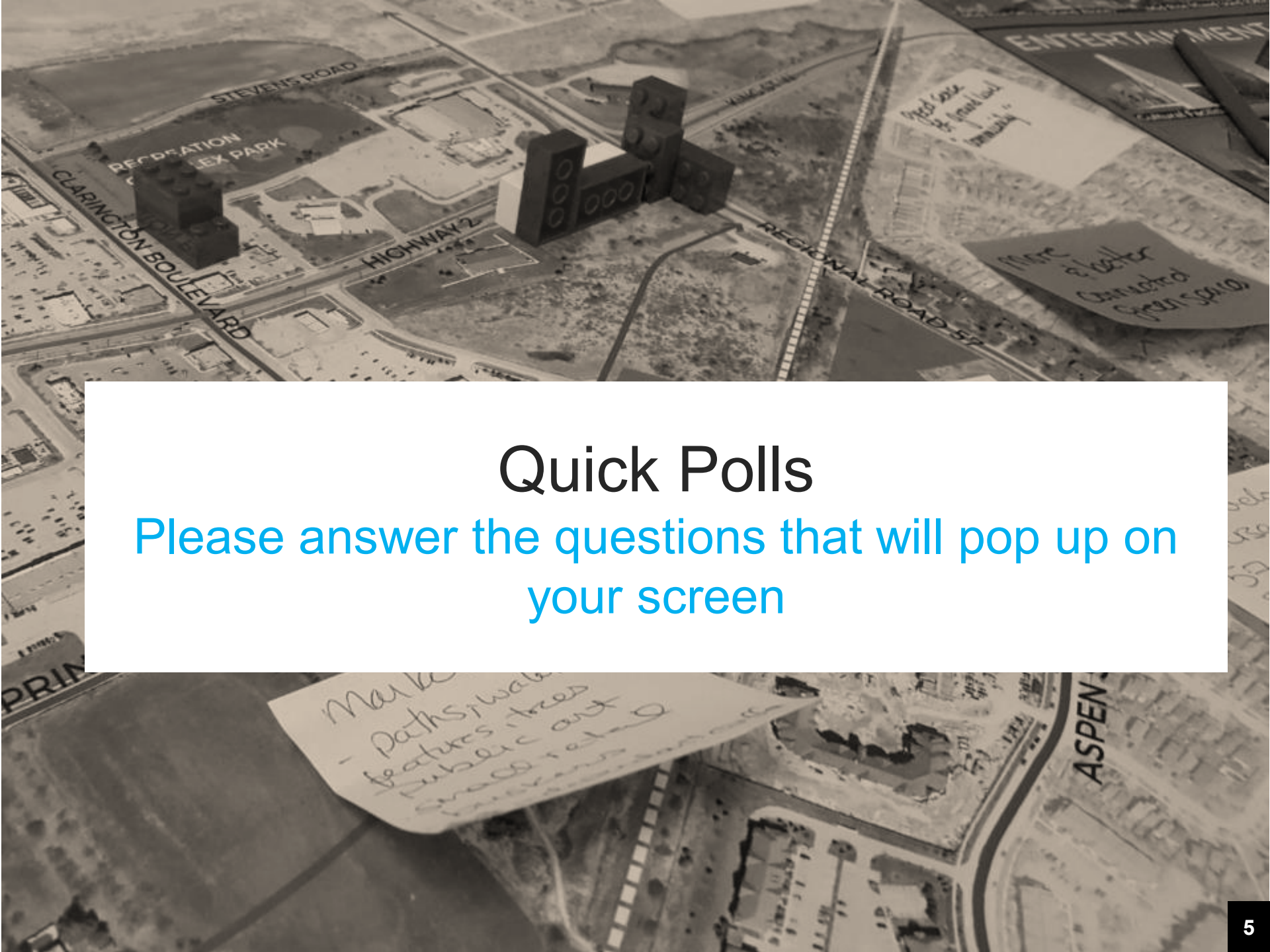


In-session polling



Use the Q&A bar to ask questions





Quick Polls

Please answer the questions that will pop up on your screen



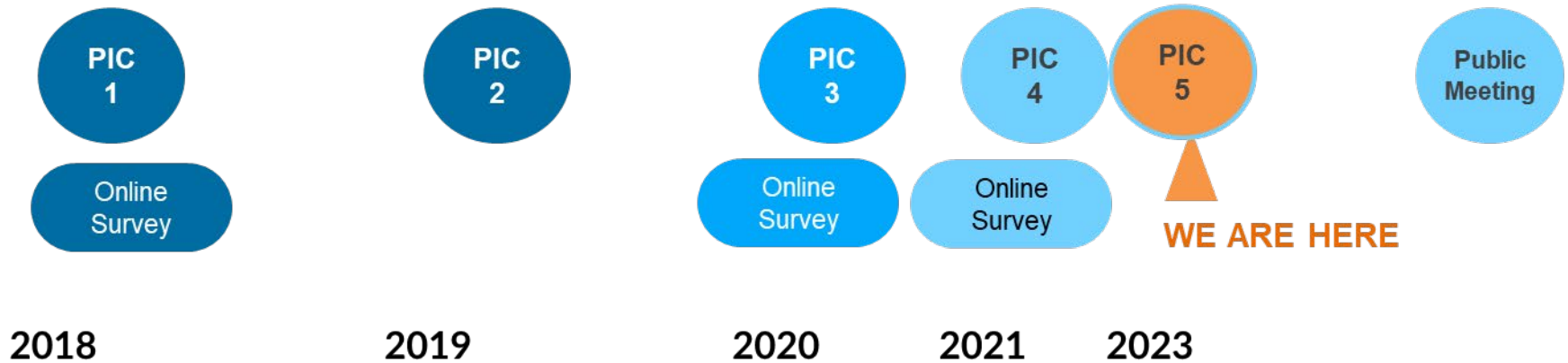
Part 1

PROJECT STATUS AND CONTEXT

Paddy Kennedy - Dillon Consulting Limited

Where we are in the Process

The Secondary Plan Update Process



Background

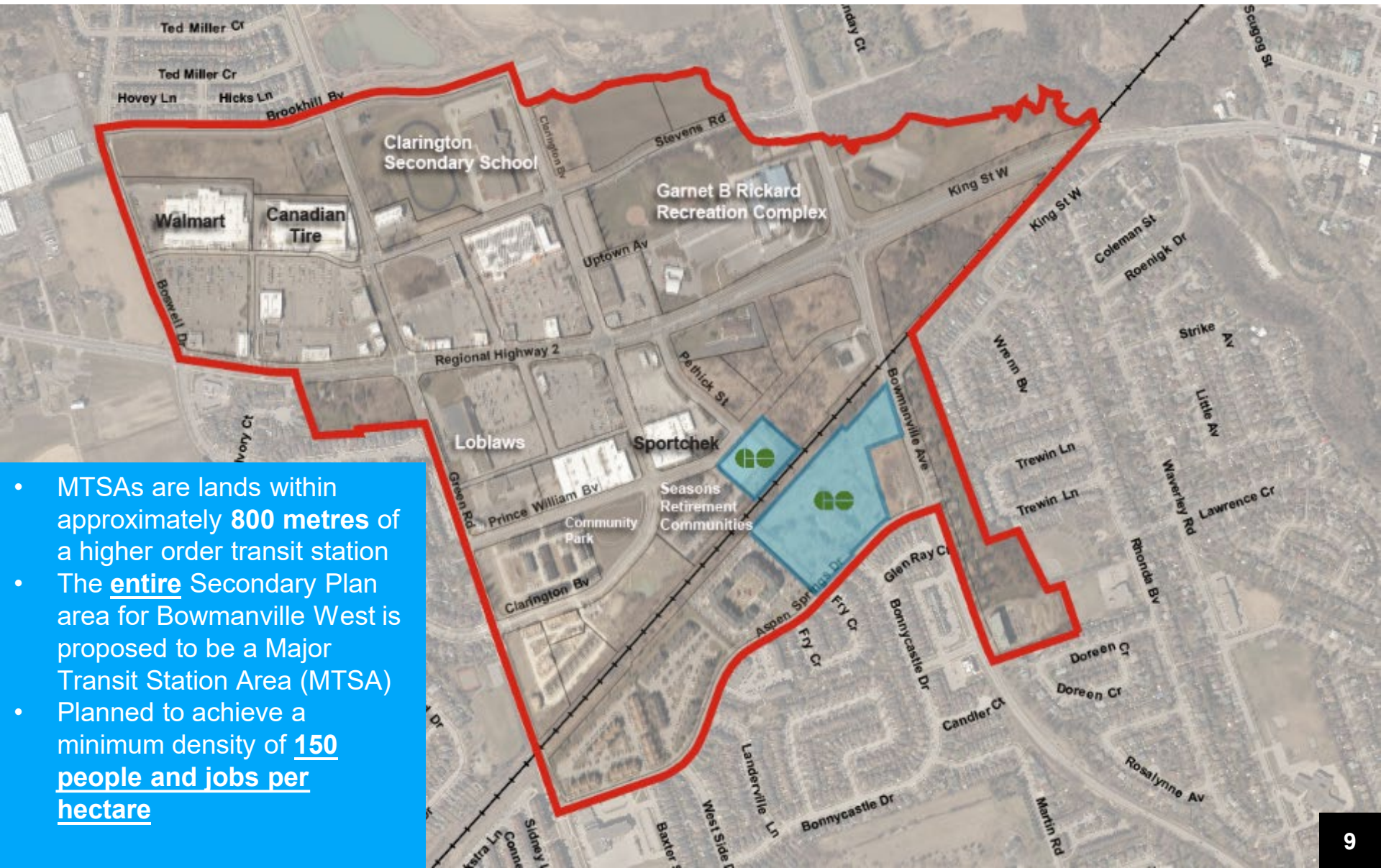
What has happened since we last met?

- Bill 23, More Homes Built Faster Act, 2022
- Adoption of Regional Official Plan Amendment 186 and further advancement of Envision Durham
- Metrolinx progress on planning for the Lakeshore East GO extension to Bowmanville



Context

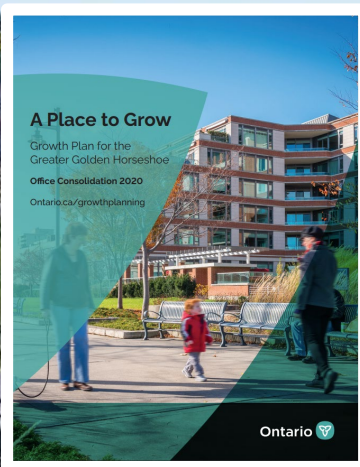
Secondary Plan Area (126 hectares)



- MTSA's are lands within approximately **800 metres** of a higher order transit station
- The **entire** Secondary Plan area for Bowmanville West is proposed to be a Major Transit Station Area (MTSA)
- Planned to achieve a minimum density of **150 people and jobs per hectare**

Context

Why is Planning Around Major Transit Station Areas Important?



Context

How much growth is planned for Bowmanville West?

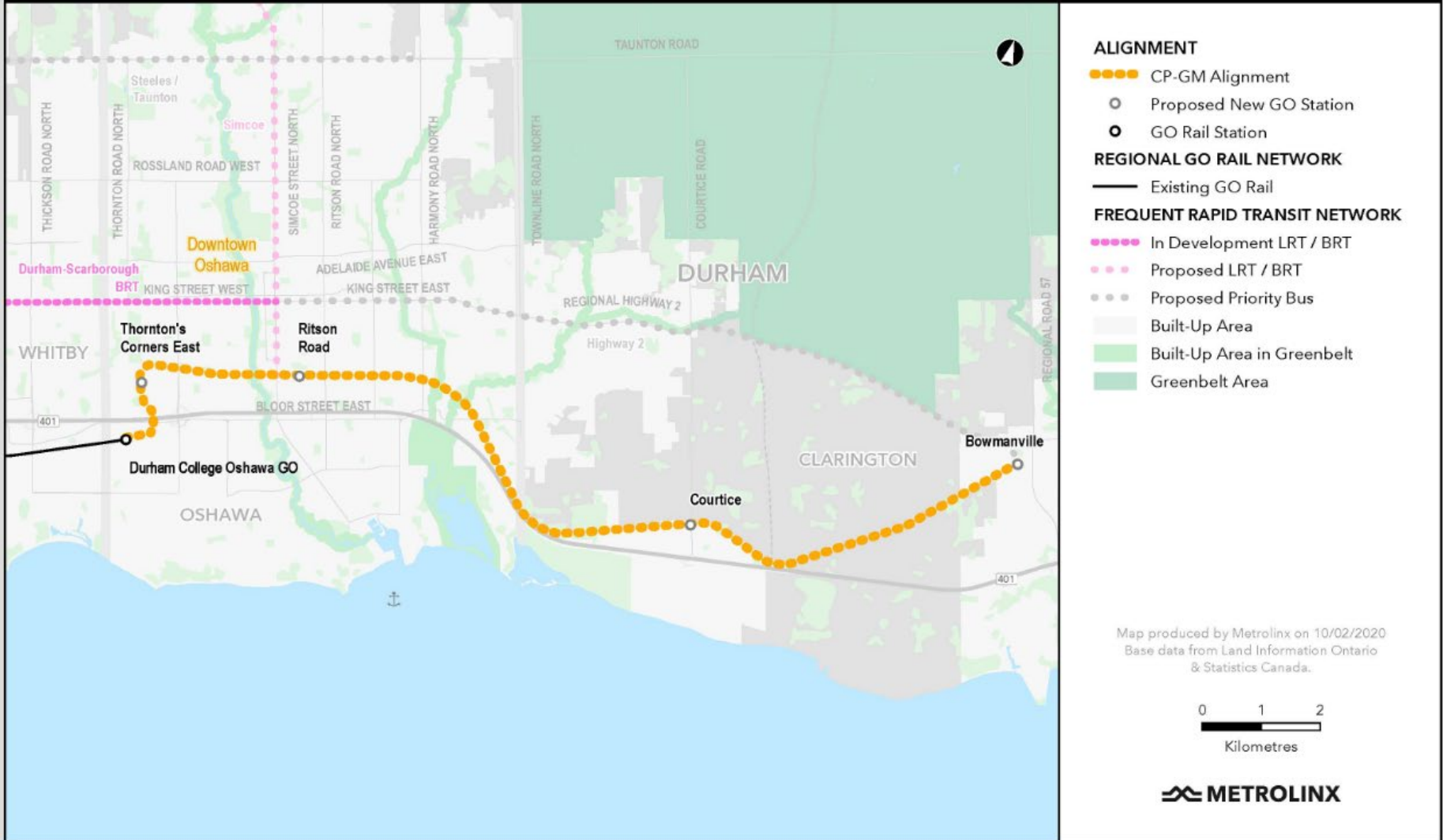
The Region has estimated that there is potential for approximately 7,000 new units (est. 13,370 people) in Bowmanville West MTSA



Context

Go Expansion: Lakeshore East Corridor

Bowmanville Rail Extension Alignment



Context

Metrolinx has a new approach for developing new stations



Mimico Station Design Concept

Context

What Does This Mean for Bowmanville West?

- Under the market-driven approach to station funding, land use, density and height permissions are a major element for investment attraction
- This new approach to GO station development places a greater emphasis on:
 - Urban design
 - Access for all modes of transportation: walk, roll, cycle, drive, transit
 - Integration of the GO Station with new development



Major Transit Station Area in Bowmanville West

How does a GO station fit in the broader area?

- Mid and high-rise development around the GO station;
- Diverse mix of land uses (including residential, major office and services)
- Access for travellers using all modes of movement in and around the station;
- Enhanced connections to local transit;
- Active transportation infrastructure (sidewalks, bike lanes, bicycle parking facilities).





Part 2

WHAT WE HAVE HEARD

Zahra Jaffer - Dillon Consulting Limited

What We Heard

Engagement Feedback to Date

4
Public Events
280+ residents attended

3
Online Surveys
300+ Comments received



What We Heard

Engagement Feedback to Date

Land Use and Intensification



- Support for mixed-use development over time
- Taller buildings: along major corridors and closer to the GO Station
- Adequate parking needed to limit overflow into adjacent neighbourhoods
- Management of noise and traffic impacts
- Housing diversity and affordable housing (including rental)
- Recreational facilities (e.g. parks) and personal services (e.g. medical)
- Transitions between taller buildings and existing homes

What We Heard

Engagement Feedback to Date

Placemaking and Urban Design



- Range of different types of gathering spaces
- Preserve existing green spaces
- Barrier-free access and design for people with disabilities is key

Mobility and Access



- Convenient-access to the GO Station for all users
- Connected network of walking and cycling facilities
- Traffic calming along residential streets
- Pedestrian crossing improvements (e.g. intersection of Clarington Boulevard and Prince William Boulevard, along Green Road, and along Bowmanville Avenue.)



Part 3

A PLAN FOR BOWMANVILLE WEST

Paddy Kennedy - Dillon Consulting Limited

Secondary Plan

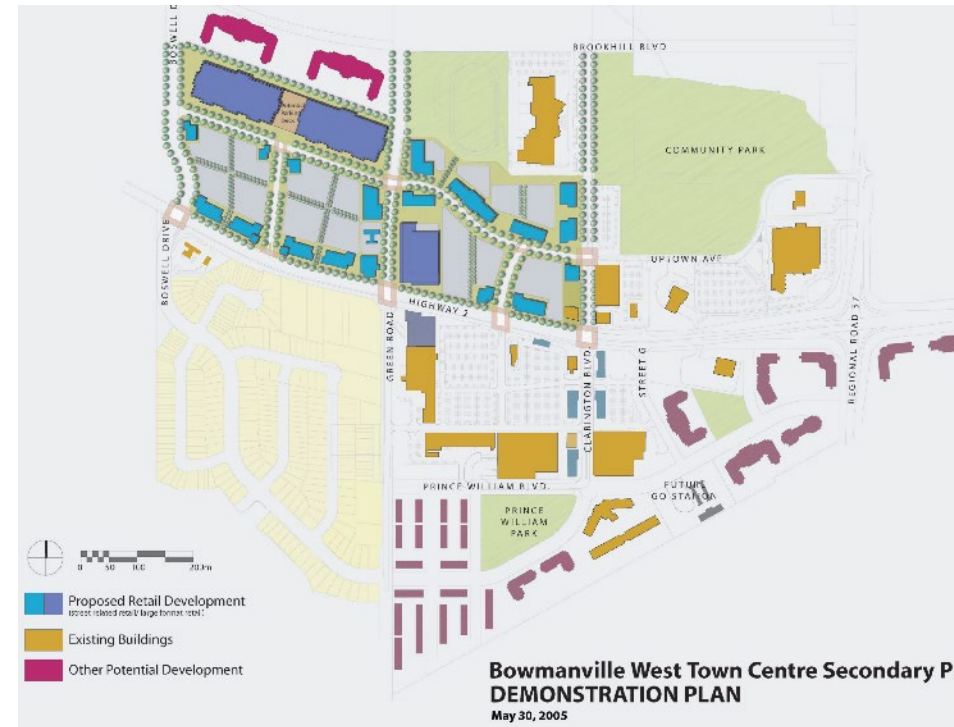
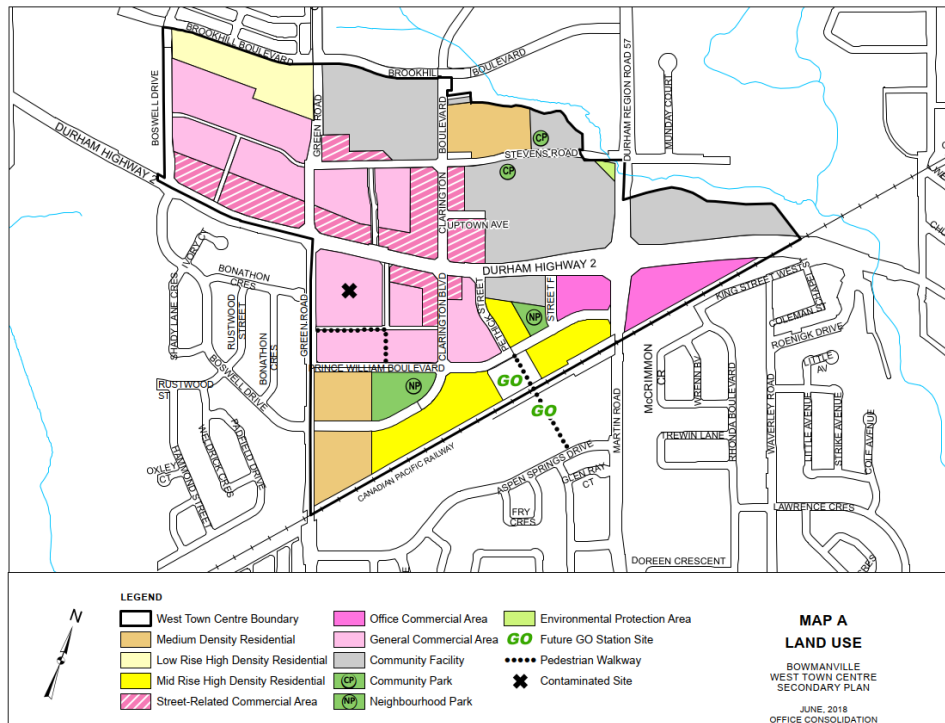
What is a Secondary Plan?



- Detailed plans and policies for a specific area to guide future land use change, private land development and public infrastructure investment
- Includes plans/policies for adoption into the Clarington Official Plan

Secondary Plan

Historical Context & Current Plan



Current Secondary Plan (1993, updated in 2002)

Demonstration Plan

Vision for Bowmanville West



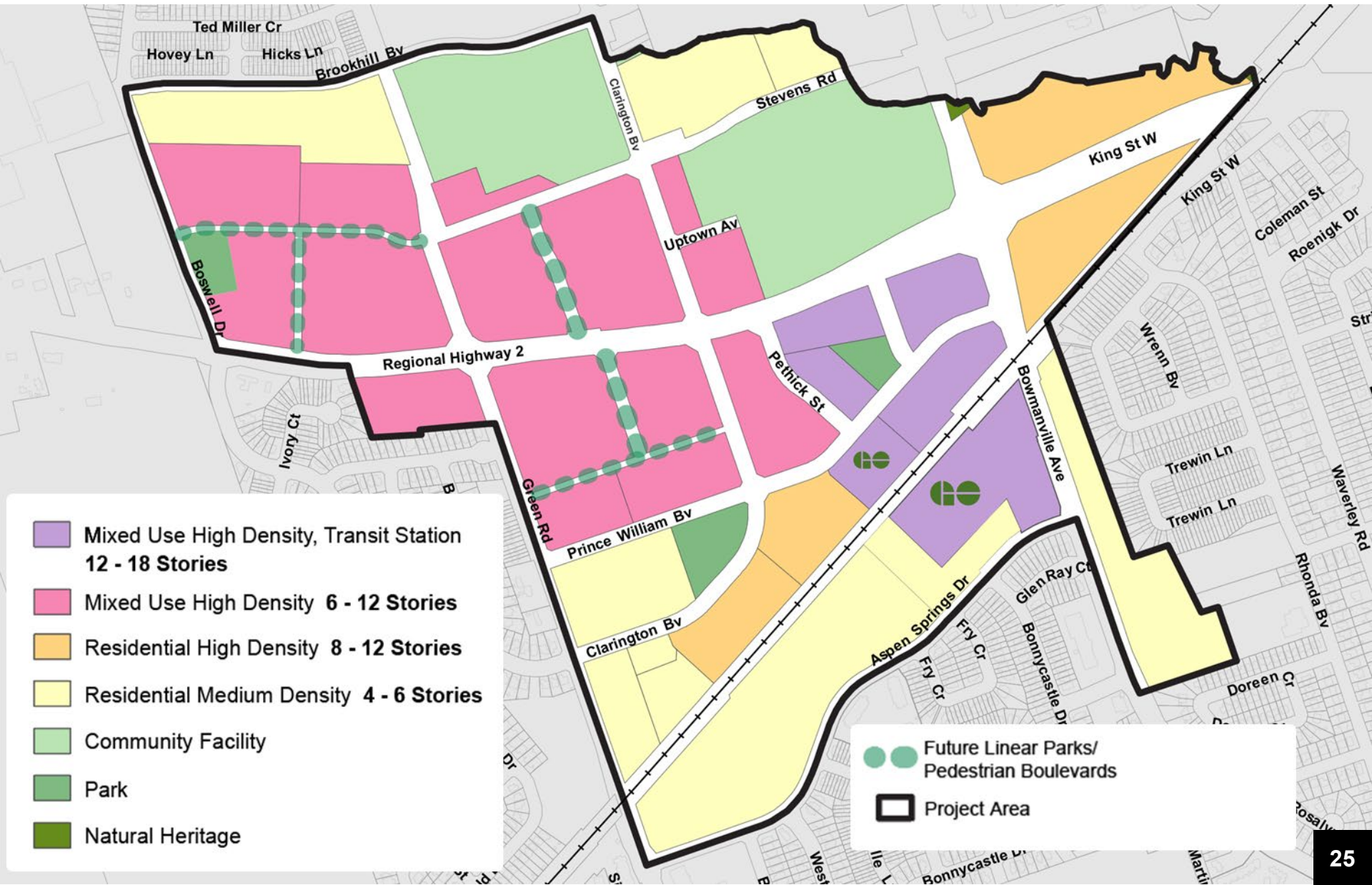
Affordable Housing

Provide options for affordable housing in Bowmanville West

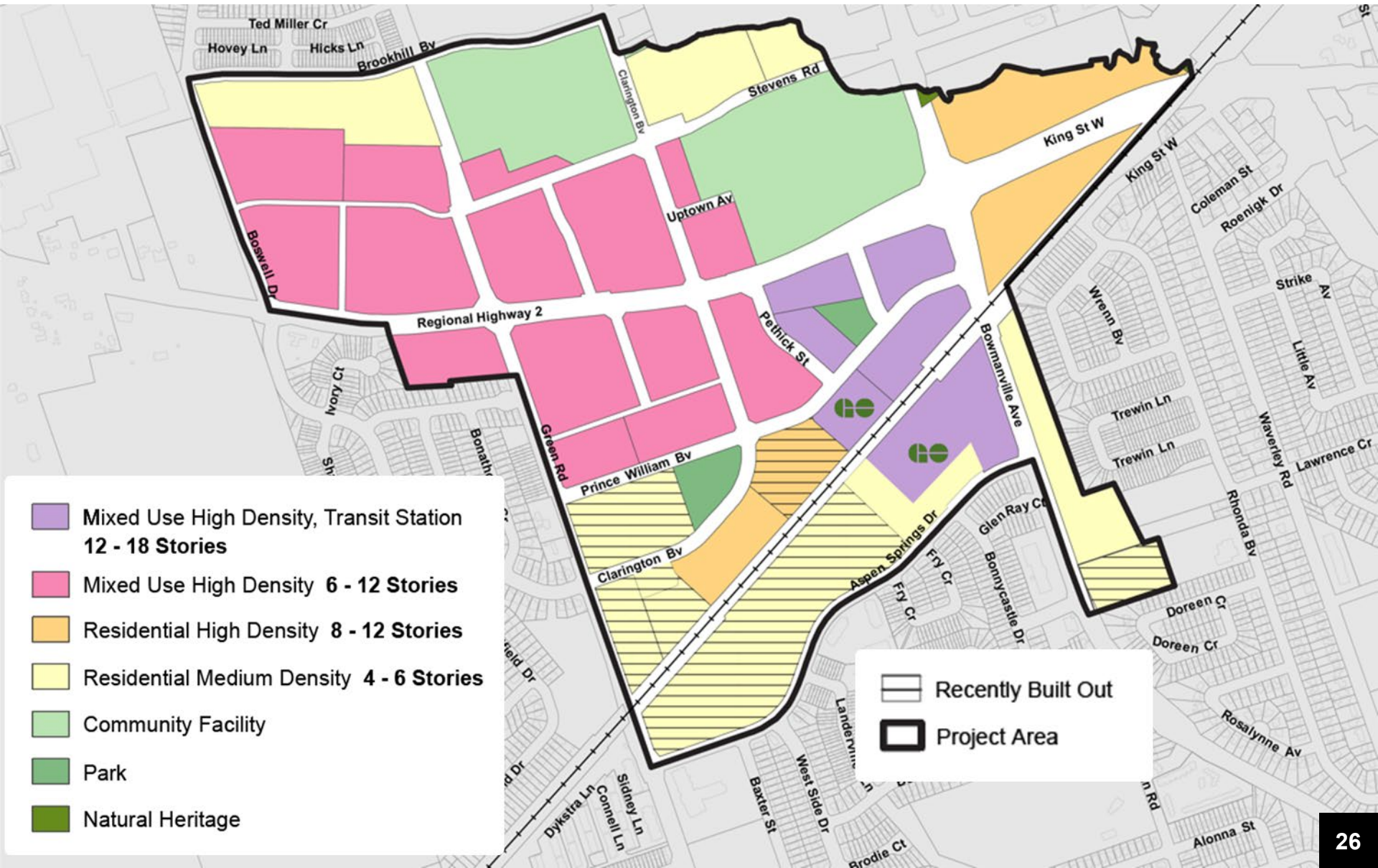


- Provision of a mix of housing types geared towards a diverse range of households

Draft Land Use Plan

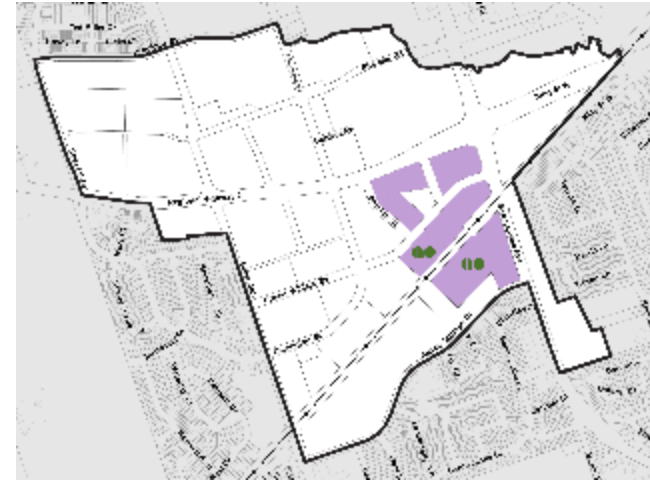


Land Use Plan – Recently Built Out



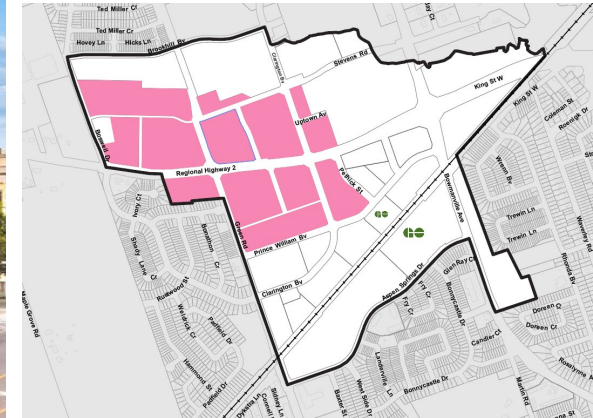
Mixed Use High Density, Transit Station

- Transit Station, Major Offices, Retail, Service Commercial, Mid Rise and High Rise Residential, Institutional, Entertainment
- 12-18 storey buildings



Mixed Use High Density

- Major Offices, Retail, Service Commercial, Mid Rise and High Rise Residential, Institutional, Entertainment
- 6-12 storey buildings



Residential High Density

- High Rise Residential, Mid Rise Residential
- 8-12 storey buildings



Residential Medium Density

- Mid Rise Residential,
Townhomes



Urban Design Tools

Urban design policies and guidelines will help be used to address compatibility



- 1) Podium / tower step backs
- 2) Tower Separation Distances
- 3) Tower floor plate sizes
- 4) Guidelines for sun / shadow impacts

Urban Design and the Public Realm

As the population grows, more gathering and recreation spaces will be needed

1) Streetscape Improvement



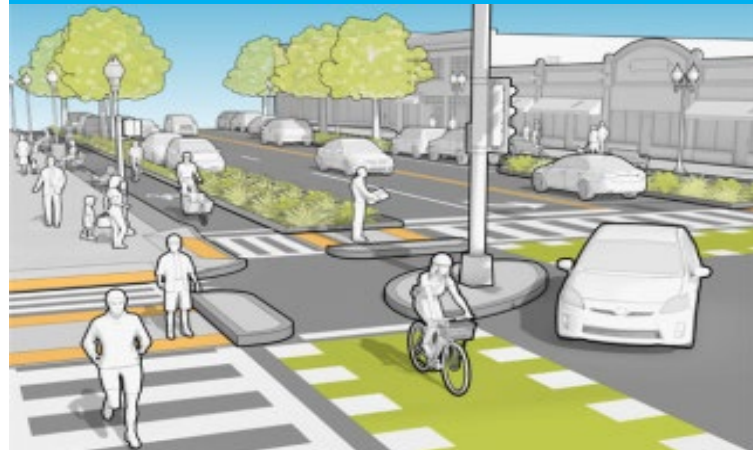
3) Gateway Areas



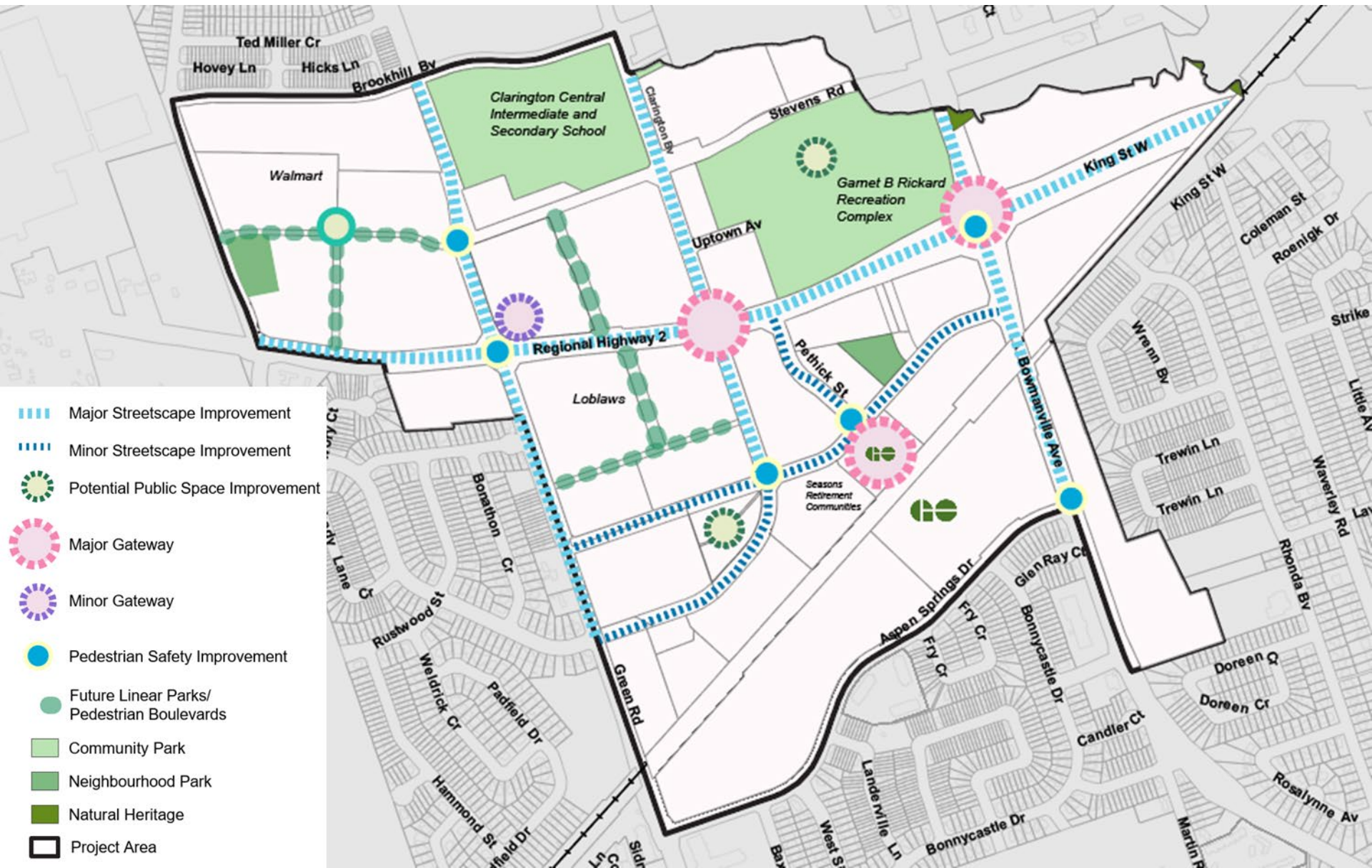
2) New Public Space



4) Pedestrian Safety Improvements



Public Realm Design Draft Concept Plan



Urban Design Directions

Safe, integrated mobility / complete streets design

Applies to street design, all new development



Urban Design Directions

Healthy urban forest canopy / linear parks / pedestrian boulevards

Applies to new development and street design



Urban Design Directions

Buildings should frame the street and public spaces, with parking options located at the rear or underground

Applies to all new development



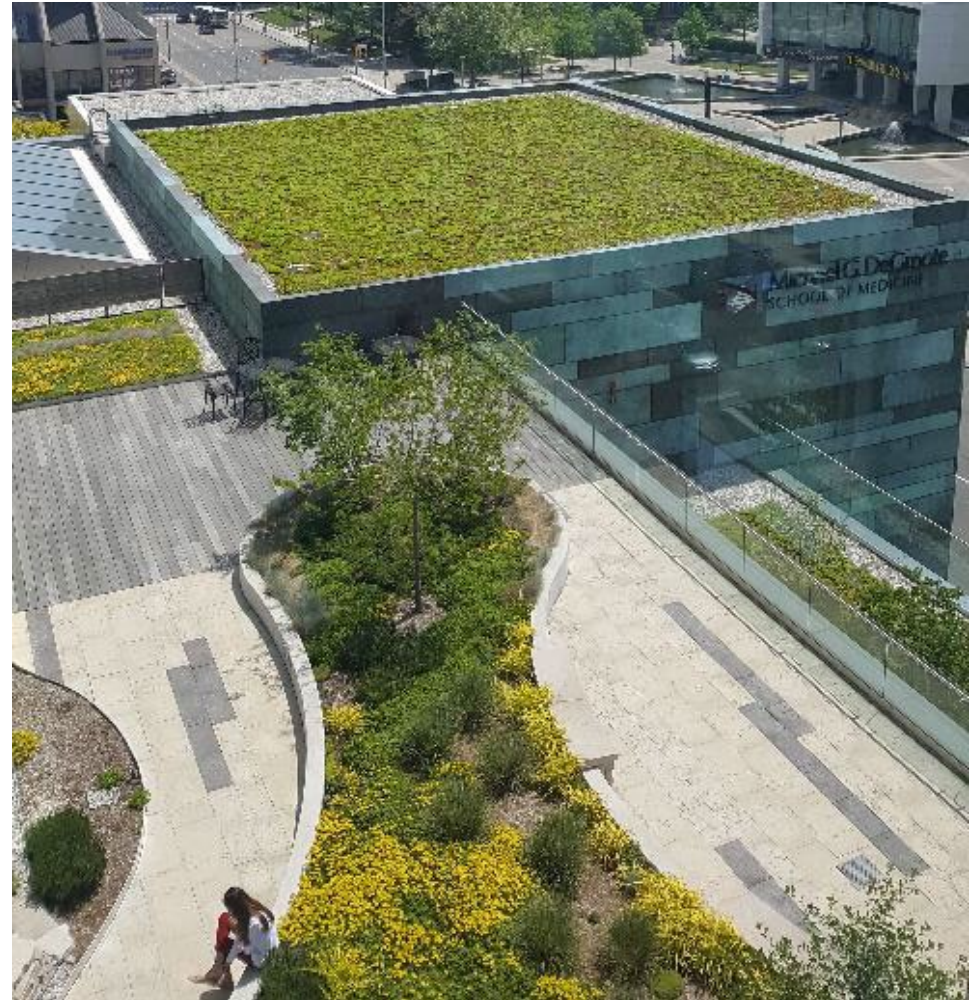
Urban Design Directions

Sustainable green building design

1) Rain gardens



2) Green roofs



3) Energy Efficient Buildings



Encourage for all new development



Part 4

NEXT STEPS

Lisa Backus – Municipality of Clarington

Next Steps on the Project

Bowmanville West Urban Centre



Phase 3:

A Plan for Bowmanville West

Draft Updated
Plans and
Zoning By-Law
+ Update 3D
Model

Finalize
Updated
Plans and
Zoning
By-Law

Final Report
and Council
Adoption

- **Late Spring/Early Summer:** Updated Secondary Plan and Zoning By-law; Updated 3D Model
- **Early Summer:** Statutory Public Meeting
- **Fall:** Clarington Council Adoption Meetings for Secondary Plan and Zoning By-law
- **Fall:** Region of Durham Approval Meeting





Part 4

STAY INVOLVED

Zahra Jaffer – Dillon Consulting Limited

Project Updates for the Secondary Plan

Clarington Project Contacts

- **Email Address:** BowmanvilleWest@Clarington.net
- **Website and Subscribe by Email:** <https://www.clarington.net/en/business-and-development/bowmanville-west-urban-centre.aspx>



Lisa Backus
Manager,
Community Planning
lbackus@Clarington.net



Amy Burke
Principal Planner,
Community Planning
aburke@Clarington.net

Project Updates for the GO Station and Service Expansion

Metrolinx Contacts and Upcoming Events

- **Twitter:** @GOExpansion; **Email:** DurhamRegion@metrolinx.com
- **Subscribe to Newsletter:** <http://www.metrolinx.com/subscribe>
- **Website:** <https://www.metrolinx.com/en/projects-and-programs/lakeshore-east-line-go-expansion/what-were-building/bowmanville-extension>

March 14th, 2023 and March 16th 2023 - Clarington Public Library - Bowmanville Branch

- Time: 10:00am - 12:30pm
- Address: 163 Church St, Bowmanville, ON L1C 1T7

March 14th, 2023 - Clarington Public Library - Courtice Branch

- Time: 2:00pm - 4:00pm
- Address: 2950 Courtice Rd, Courtice, ON L1E 2H8

March 16th, 2023 - Clarington Public Library - Newcastle Branch

- Time: 1:00pm - 2:30pm
- Address: 150 King Ave E, Newcastle, ON L1B 1H5

March 21st, 2023 – Oshawa Public Library – McLaughlin Branch

- Time: 10:45am – 12:45pm
- 65 Bagot Street, Oshawa, ON L1H 1N2

March 23rd, 2023 - Whitby Public Library - Central Library

- Time: 11:00am - 1:00pm
- Address: 405 Dundas St W, Whitby, ON L1N 6A1

March 28th, 2023 – Pickering Public Library – George Ashe Branch

- Time: 11:00am – 1:00pm
- Address: 470 Kingston Rd, Pickering, ON L1V 1A5



Part 5

Q&A

Lisa Backus– Municipality of Clarington

Karen Richardson – Municipality of Clarington

Paddy Kennedy – Dillon Consulting Limited